

Picture of the Month



Cadets from the Galt Airport Squadron of the Civil Air Patrol (GAS-CAP) waiting to board a United Airways Boeing 707 at Galt Airport last month. I am sure they are all looking forward to their new jobs as airline pilots, and if not, that'll teach 'em not to read the fine print!

FAA Addresses Pilot Shortage

By Beth Rehm, Editor

A wave of retirements, new federal requirements and other factors soon could make it difficult for many airlines to find enough pilots, especially if the economy improves and Americans decide to travel more.

U.S. airlines are facing a looming pilot crunch as thousands of pilots retire and new regulations are introduced requiring more rest. Also adding to the pilot shortage is the fact that military pilots are staying longer in service and foreign airlines are wooing pilots away from the U.S. to meet the growing demand overseas.

Aviation industry analysts say large airlines are likely to scoop up the limited available candidates leaving the regional carriers, which

operate at least half of the nation's scheduled flights, scrambling for qualified new hires.

In an effort to support U.S. Airlines the Federal Airplane Association (FAA) is backing several intriguing new initiatives aimed at addressing the anticipated pilot shortage.

The first new program to be introduced is to draft Civil Air Patrol cadets into service with the regional airlines. Some industry commentators feel this is a drastic measure but the FAA argues they are ideal pilot candidates for several reasons.

First, they already receive a significant amount of aviation

Continued on page 2.

Editor's Note

It's April again and you know what that means... its time to have some fun!

We are excited to bring you yet another issue of Galt Traffic packed full of unique, educating and interesting articles. Special thanks to our regular contributors for their help with this issue; **Justin Cleland, Brian Spiro, Anna Cooper and Eric Rehm** - you all did a terrific job, as usual.

You may notice we have taken a few liberties with some of the articles and the occasional photograph in this issue all in the pursuit of a cheap laugh. But lets face it, that is what we are all about at GT!

One of my favorite characteristics of the Galt community is the sense of humor of everyone here. We are a friendly and fun-loving bunch, constantly enjoying practical jokes and general silliness. It helps to build friendships and makes the airport a fun place to spend time even when you are not flying somewhere.

We are very lucky to be able to enjoy this type of atmosphere at our little airport and it may have a lot to do with Galt's history. I have it on good authority that Art Galt himself had a keen sense of humor and may have played a practical joke or two himself every once in a while.

Proudly, we carry on this long standing tradition and hope that you appreciate our meager effort to keep you amused.

So read on and we very much hope you enjoy this special issue.

Beth Rehm, Editor

Continued from page 1.

training through this U.S. Military program and it won't take much more to turn them into regional airline pilots; second, they clearly enjoy wearing uniforms; and more importantly, because CAP is a United States Air Force Auxiliary unit the Government can do whatever they want with the cadets.

The Galt Airport Squadron is one of the first to be conscripted for Airline Pilot training and a United Airways Boeing 707 landed at Galt a few weeks ago to transport them to their training facility (see photo on page 1).

The group was very excited about their new career with the airlines. Thirteen-year-old Ross Medina said "it takes all the hard work out of choosing a career *and* we get to skip high school, what could be better than that?"

Another option the FAA wants to implement is raising the airline pilot retirement age once again (it was raised from 60 to 65 in 2007).

"We are abolishing the mandatory retirement age for pilots flying for regional carriers," a spokesperson for the FAA said in a telephone interview recently. "But pilots over the age of 65 would have certain restrictions of course such as not flying at night, I mean, they can barely see during the day let alone in the dark!"

Shorter duty times would also need to be enforced because older pilots get tired easily and they are going to need a lot of bathroom breaks. Obviously they would not be allowed to land at the nation's largest airports such as Chicago O'Hare or Dallas-Fort Worth, "they'll be more comfortable at the smaller airports" he said.

Another proposal to address the potential threat to the pilot supply is to introduce a revised rule relaxing the requirement for multi-engine



Regional pilots recently demonstrated the proposed new policy for GT showing how easy it is for each pilot to manage one of the engines.

ratings. New pilots starting out in the industry have a hard time acquiring the necessary "twin" time in order to get hired.

Few flight schools offer training in multi-engine airplanes and the high cost of the training makes it challenging for student pilots to achieve this rating. U.S. airlines have been lobbying the FAA to allow them to waive this requirement altogether arguing that for airplanes with two engines, two single-engine pilots can easily manage one engine each.

Pilot unions agree. American Lovers of Pilots Association (ALPA) representative I. M. Apillott says its a well known fact that airline pilots are cheap and they don't want to spend more money on training than they absolutely have to. "Besides, it is much more efficient to use two single-engine pilots to coordinate the operation of the left and right engines," he said. "We did a lot of research on this and found that managing more than one engine is beyond most pilots' capabilities anyway." Another benefit of this plan is that the airlines will be able to reduce the pilot's wages due to the

fewer responsibilities they will have.

Local flight school chief flight instructor, Jason Cleveland, likes the idea too. "I always thought the multi-engine rating was a waste of time," he said. In the interest of full disclosure it should perhaps be noted that Mr. Cleveland's flight school does not have a multi-engine airplane and he might be slightly biased.

While this proposed new rule is expected to bring relief to regional airlines, the FAA is still working with the major airlines to develop proposals for larger airplanes with three or four engines. One of the options they are considering is just not using the other engines because that would be a lot cheaper than having to pay up to four single-engine airline pilots to fly one airplane. "It's all about saving money," a United Airways spokesperson said. "Wait, can I change that? I meant to say its all about safety. Yeah, safety, that's it."

Beth Rehm may not have done the appropriate amount of research for this article. In fact, large sections of this feature may be entirely made up.

I LEARNED ABOUT FLYING FROM THAT

NO. 001 / BY CAPTAIN X

There I was fat dumb and happy flying my Cessna 402 at 8,000 feet over Central Florida enroute to Youngstown Executive Airport in Ohio with a load of car parts in the back and a Laramie Extra-Tar cigarette in my mouth. Ah, I was in flavor country. Little did I know that I was about to learn an important lesson in fire prevention management.

It was 1986 and I was a 25 year old young buck fresh out of the USA's preeminent flight school, Embry Riddle, flying for a Part 135 freight outfit eager to use all my accumulated knowledge that I had picked up over the past four years. Unfortunately, I had also picked up a raging nicotine habit, but that was okay because everyone smoked in airplanes back

then.

So I was droning along in the middle of the night trying to stay awake by smoking my umpteenth cigarette of the night. I had just taken a smooth drag and as I was taking the cigarette out of my mouth, I dry lipped it. For those of you uninitiated in the wonders of smoking lore, let me explain.

"Dry lipping" is the term used to describe when the paper of the cigarette gets stuck to your lip as you are attempting to remove it from your mouth. Usually what happens when

t h i s
p h e n o m e n o n
o c c u r s i s t h e
c i g a r e t t e s t a y s
s t u c k t o y o u r l i p
a n d y o u b u r n
y o u r f i n g e r s o n
t h e a s h e n d .

Not this time though.

As I tried to pull the cigarette out of my mouth, I dry lipped it just enough to cause me to fumble it between my fingers. I valiantly tried to recover the fumble but the lit butt ended up falling down between my legs and rolled forward disappearing underneath the control panel. Uh oh.

So now I had a source of ignition lying on the floor by the rudder pedals and I didn't know for sure but

I was pretty confident my old freight dog of a 402 had plenty of combustible material under there, what with old, dirty, dried out carpet and various bits of paper wadded up and discarded over the years. How to prevent that smoldering butt from starting a full blown fire by my feet became the complete focus of my attention.

Never having been a very flexible person I nonetheless tried to contort my body every which way to get at that cigarette, all to no avail. I figured I could get at the smoldering butt from a different angle so I unbuckled my seatbelt and carefully moved over to the right seat.

There was no autopilot and I was now flying with my right hand and leaning over to the left with my head somewhere below the level of the panel hoping the aircraft was staying somewhat on course and upright. That darn thing was still out of reach. I thought, man if I only had a fire hose I could put that butt out in a jiffy. And that my friends is when the light bulb came on: That's when I realized I did have a fire hose onboard.

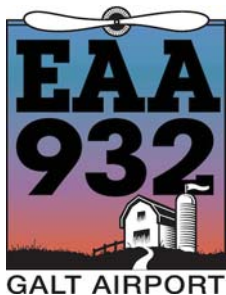
Now I'll admit that my flow was a bit stronger then than it is now but even so it was a long way between me and that glowing ember. Fortunately for me in addition to my nicotine habit, I was pretty well addicted to caffeine and had drunk copious cups of coffee throughout the day. I was more than ready for this mission.

With one hand on the yoke I used the other hand to unzip, lined up my shot and let fly. Let me tell you it was a thing of beauty. The stream arced perfectly and landed right on that smoldering cigarette. Crisis averted.

After that scary experience I vowed I'd never fly without lip balm again.



>>> To see more of Peeter Van Go aviation art, go to peetervango.com



EAA Chapters 932 & 790



Fly-out to Kalamazoo Air Zoo

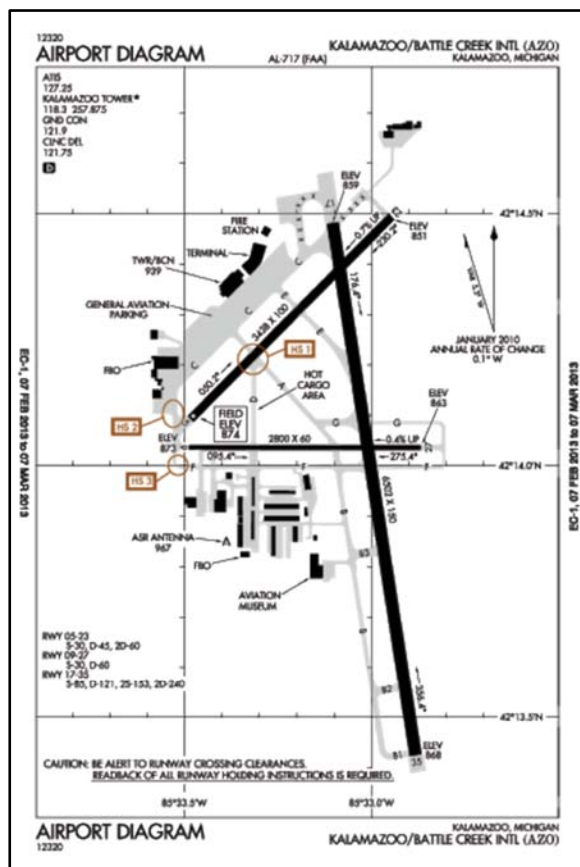
April 13th, 2013

(rain date, April 14th, 2013)

Galt Airport EAA Chapter 932 and the Barrington EAA Chapter 790 will have a joint fly-out to the Air Zoo of Kalamazoo, Michigan. We plan to meet at the East Campus at 12:00 Eastern/11:00 Central. It is a short walk to the main campus from there.

Kalamazoo/Battle Creek International Airport (KAZO) is class D and has a TRSA so you will need a radio to enter their airspace and land there. When you land, tell the ground controller you are going to the Air Zoo and they will direct you to the Air Zoo East Campus ramp area. Alternative parking is at the Duncan Aviation FBO and they will drive you to the museum.

Pilots and passengers can sign up on our notice board in the Galt Airport FBO so that we can match non-flying members with pilots who can take them. If you can't get to the FBO, call the office at (815) 648-2433 and ask them to put you on the list.



Things to do at the Air Zoo

More than 50 aircraft on display

Space exploration exhibit

3D Space Shuttle Ride

Corsair Challenge/Mission to Mars Flight simulations

Full-motion Advanced Flight Trainer

Paratrooper Jump

Real 3D/4D Missions Theater

Flying Circus Bi-Plane Ride

Century of Flight Ferris Wheel

General Admission \$10.00

Ultimate Ace Package \$16.50

www.airzoo.org

For more information contact Eric Rehm
at ericrehm@att.net.



Airport Technicalities

A monthly report from Jason Cleveland, Airport Manager, Galt Airport.

You spoke, we listened!

After hundreds of requests, and extremely careful budgeting by JB Aviation, we are very excited to announce the newest addition to our fleet: A STAIR CAR! I know, I know, we've outdone ourselves this time. Just when you think this place couldn't possibly get any better, we go and do it again.

Now, before you get all "what do we need one of those for" on me, picture this: It's been a typical Saturday morning at Galt. You departed at 0930 on a sortie for pancakes at Janesville, and a few hours later you arrive back at 10C and park next to the fuel pump.

Remember when you used to simply climb out of your airplane directly onto the tarmac? You know, like every other general aviation schlub? Well, not anymore. Not at this airport.

Here at Galt, we ease out of our Cubs, Cessna's, and Piper's directly to the top stair, just like the president exiting Air Force One. Give a casual wave to Kevin, a salute to Emily, and a peace sign to the hoards of adoring



onlookers.

General Aviation has never been this cool, and I think I speak for us all when I say we're thrilled to be ground zero for the next "big thing" sweeping the nation.

If all of that isn't enough to convince you, pull up a chair and take a seat because I have even more exciting news: This baby is street legal! (as long as the cops don't see you). Tool around town in style, wave to amazed onlookers, heck, you could even drive to your house and trim your trees. It's your world now, everyone else is just visiting.

Finally, as you may have noticed

from the picture, we probably should have taken more care with measurements before our purchase.

If I'm being honest, I think we were all a little blinded by its awesomeness, and may have looked past a few of the minor details. So, as of this writing, it's unclear as to how we're going to implement any of these innovative ideas. I'm just going to assume Brian will devise some sort of rope and pulley system shortly, and, you know, it'll all work itself out.

But in the meantime, if anyone knows someone willing to base an airliner at 10C, I'd really appreciate the referral.

Galt Traffic Classifieds

NEW CHAPTER 932 MERCHANDISE

We are excited to announce the launch of the new Spring 2013 collection of high fashion apparel featuring the new chapter logo. You can now wear our logo with pride on our new line of comfortable, sweat-proof undergarments. The athletic



supporter featured here is designed to keep you feeling fresh and dry through all your wildest approaches and scariest landings and is ideal for those aerobatic maneuvers you love to do in your Cessna 172!

To place an order please send an email with your measurements to underwear@eaa932.org.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

This month's puzzle is a word search and all you have to do is find all the aviation terms listed in the maze of letters below.

Send a list of all the words you can find to Brian at maintenance@galtairport.com for a chance to win a Galt water bottle cozy.

Answer to the March puzzle

Picture number 2 showed the correct way to tie a safety wire. Congratulations to **Rick Kelch** who sent the correct answer in to Brian.



Airplane Word Search

Y	R	H	A	B	Y	D	Y	J	P	H	H	Q	V	T
T	O	E	Y	P	O	I	T	W	G	A	L	T	L	T
Q	N	M	Y	H	I	L	Y	T	Z	C	H	P	Q	N
B	W	Q	Q	D	Y	Z	X	V	O	N	X	Z	B	A
E	L	K	O	C	C	O	U	A	P	G	A	P	K	H
A	X	M	H	I	F	N	N	W	T	L	Y	G	C	V
T	H	M	S	O	L	J	E	V	K	J	N	J	K	Q
R	A	X	S	B	A	J	R	R	O	X	F	V	U	L
Y	M	E	U	A	E	P	T	C	S	M	F	R	O	K
M	W	R	P	F	E	A	P	C	U	M	Q	W	J	M
V	L	H	G	K	X	T	G	U	O	F	C	U	M	D
N	V	X	Z	V	T	G	B	I	F	T	V	T	T	X
Z	V	U	K	I	N	A	I	U	O	N	Y	X	F	F
H	M	F	S	F	P	R	F	E	O	M	U	L	X	R
E	Y	O	K	N	X	B	M	V	T	D	V	O	U	G

AILERON
AIRBUS
BEECH
BOEING
CESSNA
ELEVATOR
FUSELAGE
GALT
PIPER
PROPELLER
RUDDER
WINGS

EAA Chapter 932 News

Grand Poobah's Message

From Bruce Schottland, Grand Poobah, EAA Chapter 932

For those of you who are interested in my exploits, and especially those of you who are not, I thought I would take up some valuable space in this month's Galt Traffic and fill you in on what I have been up to this past year.

As you most certainly recall two years ago I successfully sued myself for not having the best flight ever, and last year I anointed myself Grand Poobah of Galt Airport's very own EAA Chapter 932 (see file photo below). I felt I couldn't allow this year to go by without a similarly spectacular accomplishment, so I set out to make my name even more famous than it already is.

I have always been interested in aerobatics and shortly after I taught myself to fly (true story, ask me about it sometime), I bought a Citabria. The Citabria allowed me to learn some



Grand Poobah of EAA Chapter 932, Bruce Schottland, demonstrates his signature maneuver in his Piper J-3 Cub at Galt Airport.

basic aerobatics but I soon became bored with its limitations and so I began an extensive search for a more capable aerobatic platform. After much research I settled on a Piper Cub.

A Piper Cub you ask? For me it was an obvious choice, but let me elaborate on my decision making process. What better airplane to perfect one's aerobatic skills than in an airplane that is underpowered, under-stressed and only certified by the FAA in the normal category, making aerobatic maneuvers completely illegal? I could feel another law suit coming on so I knew I was on the right track.

Never being content to just do something illegal and dangerous, I decided that in addition to my aerobatic Cub routine I call Cubabatic (you don't believe me? I trademarked the word, look it up) I needed to come up with a signature move.

I have always been impressed with a aerobatic maneuver called the Pugachev's Cobra. I saw Viktor

Pugachev (a former Soviet pilot and close personal friend of mine) perform his signature maneuver once at Galt Airport and was stunned speechless, which is unheard of for a lawyer.

For those of you uninitiated straight and level pilots, a Cobra starts out at a low altitude at a moderate speed. The pilot then pulls back hard on the stick and the aircraft reaches 90-120 degree angle of attack with a very slight gain in altitude with a significant loss of speed. The plane seems to hover in a striking pose. The pilot then centers the elevator and the aircraft pitches forward to level, mimicking the strike of a cobra snake. I knew that if I could somehow enhance that maneuver, it would be the best move ever and solidify the Schottland name in the annals of aerobatic history.

My maneuver goes something like this. I start at a very low altitude, no higher than 50 feet AGL and at the speed of slow. I then pitch the nose of

Continued on page 8.



All hail his Royal Highness, Grand Poobah of EAA Chapter 932, Bruce Schottland.

Continued from page 7.



The Schottland Trouser Snake is a less than dramatic and not all that demanding aerobatic maneuver invented by Galt pilot, Bruce Schottland. Illustration provided by the free online encyclopedia, Wikipedia.

the Cub up to an astonishing 5 degrees before leveling off in a slight descent since I have stalled the aircraft and desperately need some airspeed. It took a *lot* of practice, but once perfected, I thought, "that's it, I have a winner!" Now all I needed was a cool name like "the Cobra".

My good buddy Justin saw me performing it one day and after he finished wiping his eyes of tears, not from laughing of course, but from the overwhelming beauty of my signature move, he said, "that's not a

Cobra, that's a trouser snake."

I have since patented the term "Trouser Snake" and registered the maneuver with the International Aerobatic Club (IAC).

It seems to have caught on in the highest circles of aerobatic pilots. Last month's IAC newsletter quoted U.S. National Aerobatic Champion, Patty Wagstaff, as saying, "my aerobatic routine was getting stale and I was looking for something to spice it up. I had heard about a new move called the Trouser Snake and it

just charmed the pants off of me. I make sure I whip it out at least once in a performance. "Bruce's snake" as I call it sure is a big crowd pleaser."

So there you go, another successful and exciting year for me. If you see me around at Galt feel free to ask me to show you my Trouser Snake. I am always eager to show it off.

I would like to thank the Galt Airport community for your support and also for not calling the cops on me! Until next April, happy flying.

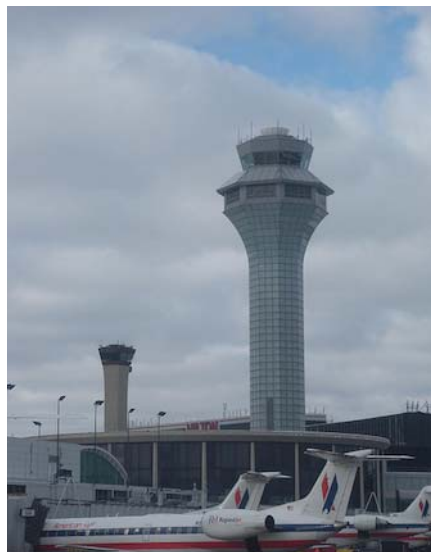
EAA Chapter 932 Visit to O'Hare Control Tower

Have you ever wondered what it would be like to be an air traffic controller at a busy international airport? Well now you have a chance to find out.

Chapter 932 is planning a group visit to the Chicago O'Hare International Airport (ORD) Air Traffic Control tower (yes, this one will remain open!).

According to Wikipedia, Chicago O'Hare is the world's second busiest airport in terms of aircraft movements, which keeps those air traffic controllers pretty busy (but maybe not quite as busy as the EAA controllers during EAA AirVenture at Oshkosh!).

Tours are allowed Monday thru Thursday between 9 a.m. and 4 p.m.



A maximum of five people are allowed on each tour but if we have more than five people interested we will arrange multiple visits.

First we need to know how many of you might be interested in visiting the ATC facility and when everyone is available to do that.

If you are interested in joining

this exiting expedition, please contact chapter member Ron Wagner at w15027@motorola.com.

Just in case you are in any doubt, this article is for real. We truly are planning to visit the tower at O'Hare sometime in the near future. Thanks to Ron for planning this for us - Ed.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: March 9, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:00 a.m.

Mike E., Beth R., Bruce S., Jean F., Tim S., Dave H., Rafael G., George Z., Patrick H., Marty S., Walt W., Dean M., Mary L., Esther M., John T., Larry S., Arnie Q., Howard S., Emily M., Parker J., Bob H., Dave S., Ed M., Paul S., Bill M., Steve P., Bob M.

2. VOTING ITEMS

a. Approval of Agenda

Motioned by Steve, Seconded by Raphael, All voted in favor

b. Secretary's Report – Approval of February 2013 Minutes

Motioned by Larry, Seconded by Steve, All voted in favor

c. Treasurer's Report- Approval of February 2013 Financial Report

Motioned by Bruce, Seconded by Esther, All voted in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Bruce: Still working on all of our events for this year.

Beth: Received an email from Trevor Janz at EAA headquarters praising Larry's article in the March newsletter. Nice job Larry!

Local EAA chapters recently met to coordinate their 2013 summer schedule.

Elton Eisele of Chapter 790 (Barrington) is coordinating the Oshkosh work weekend. Tentatively June 7-9. Contact Elton (n137ee@aol.com) if you are interested in volunteering.

A new chapter brochure has been designed to help Ed (our membership chair) recruit new members. We have printed copies in the FBO and you can download it from our web site. If you know someone that may be interested in joining our chapter, please put them in touch with Ed.

Kalamazoo Air Zoo fly-out is planned for April 13th. We will be meeting at Noon Eastern/11:00 Central at the East Campus. Please sign up on the sheet on the EAA noticeboard in the FBO if you are interested in flying or tagging along as a passenger.

Chapter hats are still available for purchase for \$22, as well as mugs for \$8.50.

4. CHAPTER SURVEY RESULTS

Jean: Thanks to everyone that filled out the survey. About 70% of active members responded. The average chapter member has been an EAA member for 15 years, and a Chapter 932 member for 0-5 years. Most are private pilots, half have instrument ratings. Half own or rent their planes and fly between 15 and 50 hours per year. 1/10th of our members are mechanics. Some have served in the military. Many are looking to buy or build an aircraft. Many interested in building. Overall happy with the chapter, but members want to do more stuff. We will need volunteers to help teach others what they know about welding, fabric covering, restoration, wood working, etc. Our members love the camaraderie and friendships developed through the chapter. Full results will be posted on the website.

5. NEW MEMBERS

We had two guests at the meeting who joined the chapter afterwards. **Tim Stolberg** from Chemung, IL, who is getting back into flying and rebuilding an N3 Pup, and **Marty Seitz** who has been around Galt for 20 years and is a part time flight instructor at our flight school. Galt student **Casey Venzon** and **Howie Stock** also signed up at the February meeting. Total chapter members; 63.

6. SPECIAL PRESENTATION

We watched an old movie of an air show at Galt Airport in the 1960's!

ADJOURNMENT: Dean motioned, Raphael seconded, meeting adjourned at 11:08 AM

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GRAND OPENING



EAA 1414



Aviation Resource Center Hangar

May 19, 2013 7:00am - 12:00pm

Featuring Jeff Skiles

EAA Vice President of Chapter and Youth Education
First Officer of "Miracle on the Hudson"



Presentation at 10:00 am

Pancake Breakfast served from 7:00am - 12:00 pm

Young Eagle airplane rides

Hot Air Balloon rides

Model aircraft demonstrations

5151 Orth Road, Poplar Grove, IL
(North side of Airport next to the Museum)

eaal414@gmail.com

Galt Airport/EAA 932 Calendar of Events

- April 13** Chapter 932 fly-out to Kalamazoo Air Zoo. For details contact Eric Rehm at ericrehm@att.net.
- May 4** Chapter 932 Young Eagles Rally, Galt Airport (10C). Contact Esther Medina at youngeagles@eaa932.org.
- May 11** Chapter 932 Pancake Breakfast & Safety Seminar: Flight Planning with ForeFlight by Robert Heise.
- June 7-9** Tentative date for Oshkosh work weekend. For more information contact Elton Eisele at N137ee@gmail.com
- June 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at president@eaa932.org.
- July 13** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 17** Galt Airport Flour Bomb Contest.
- Sept 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.fly2lunch.com

www.aopa.org/pilot/calendar

www.avweb.com/calendarevents

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.flyincalendar.com

<http://socialflight.com/index.php>

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

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Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

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Aviation Club Coordinator: Vacant

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

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AVGAS

Galt Tenant Price

\$5.81

(includes tax)

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